

Draft Supplemental Program Environmental Impact Report for the National City Focused General Plan Update

National City, California

SCH No. 2010051009

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List of Abbreviated Terms

Acronym/Definitions	Term
AB	Assembly Bill
ABM	Activity Based Model
ACM	Asbestos-containing materials
ADT	Average daily traffic
ADU	Accessory dwelling unit
AFFH	Affirmatively Furthering Fair Housing
AHSC	Affordable Housing and Sustainable Communities Program
AIA	Airport Influence Area
ALUC	Airport Land Use Commission
APN	Assessor's Parcel Number
APS	Alternative Planning Strategy
AVR	Assessed value ratio
Balanced Plan	National City Bayfront Balanced Plan
BMO	Biological Mitigation Ordinance
BMR	Below market rate
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CAFE	Corporate Average Fuel Economy
Cal/EPA	California Environmental Protection Agency
CalARP	California Accidental Release Prevention
CalEEMod	California Emissions Estimator Model
CALGreen	California Green Building Standards Code
California CAA	California Clean Air Act
Caltrans	California Department of Transportation
CAP	Climate Action Plan
CARB	California Air Resources Board
CBC	California Building Code
CC&Rs	Covenants, conditions, and restrictions
CCA	California Coastal Act
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act

CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
Certified United Program Agency	Certified United Program Agency
CGP	Construction General Permit
CLUU/2011 General Plan	Comprehensive Land Use Update
CNEL	Community noise equivalent level
CO	Carbon monoxide
CO Protocol	California Department of Transportation Project-Level Carbon Monoxide Protocol
CO ₂ e	Carbon dioxide equivalent
CRHR	California Register of Historic Places
CVESD	Chula Vista Elementary School District
CZMA	Coastal Zone Management Act
dB	Decibels
dBA	A-weighted decibels
DEH	County of San Diego Department of Environmental Health
District	San Diego Unified Port District
DPM	Diesel-exhaust particulate matter
DTSC	California Department of Toxic Substances Control
du/acre	Dwelling unit per acre
EIR	Environmental Impact Report
EMFAC	Emissions factor
EO	Executive Order
EPA	U.S. Environmental Protection Agency
ESA	Environmental Site Assessment
ESCP	Erosion and sediment control plan
FAA	Federal Aviation Administration
FAR	Floor Area Ratio
FGPU, the Project	Focused General Plan Update
GHG	Greenhouse gas
HCD	California Department of Housing and Community Development
HMD	San Diego County Hazardous Materials Division
HMMD	Hazardous Materials Management Database
HMMP	Hazardous Materials Management Plan
HNC Program	House National City Opt-In Density Bonus Program

HVAC	Heating, ventilation, and air conditioning
Hz	hertz
I-5	Interstate 5
I-805	Interstate 805
in/sec	Inches per second
INTRACONnect	Integrating Neighborhoods with Transportation Routes for All Connections Planning Study
JADU	Junior accessory dwelling unit
JRMP	Jurisdictional Runoff Management Program
JURMP	Jurisdictional Urban Runoff Management Programs
LBP	Lead-based paint
LCP	Local Coastal Program
L_{dn}	Day/night average sound level
L_{eq}	Equivalent noise level
L_{max}	Maximum noise level
L_{min}	Minimum noise level
LOS	Level of service
MCR	Multi-Use Commercial-Residential
MM	Mitigation measure
MMRP	Mitigation Monitoring and Reporting Program
MPG	Miles per gallon
mph	Miles per hour
MPO	Metropolitan Planning Organization
MSCP	Multiple Species Conservation Program
MTCO _{2e}	metric tons of carbon dioxide equivalent
MTS	San Diego Metropolitan Transit System
MXC	Minor Mixed-Use Corridor
MXD	Minor Mixed-Use District
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NASNI	Naval Air Station North Island
NCMT	National City Marine Terminal Optimization Study
NCPD	National City Police Department
Next OS	Next Operating Systems
NHPA	National Historic Preservation Act of 1966
NO ₂	Nitrogen dioxide

NOP	Notice of Preparation
NO _x	Nitrogen oxides
NRHP	National Register of Historic Places
NSD	National School District
O ₃	Ozone
OSHA	Occupational Safety and Health Act
PCBs	Polychlorinated biphenyls
PEIR	Program Environmental Impact Report
Planning Area	The boundary that extends beyond the City's limits to include the Sphere of Influence (SOI)(for National City, this includes the unincorporated parts of Lincoln Acres).
PM ₁₀	Particulate matter less than or equal to 10 microns in diameter
PM _{2.5}	Particulate matter less than or equal to 2.5 microns in diameter
Port	Unified Port of San Diego
PPV	Peak particle velocity
PRC	Public Resources Code
RAQS	San Diego County Regional Air Quality Strategy
RCRA	Resource Conservation and Recovery Act
RHNA	Regional Housing Needs Assessment
RM	Residential
RMS	Root mean square
RPS	Renewable Portfolio Standard
RS	Residential
RTP/SCS	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SANDAG	San Diego Association of Governments
SARA	Superfund Amendments and Reauthorization Act
SB	Senate Bill
SCAQMD	South Coast Air Quality Management District
SCH	State Clearinghouse
SCINC	South Coastal Information Center
SCS	Sustainable Communities Strategy
SDAB	San Diego Air Basin
SDAPCD	San Diego Air Pollution Control District
SDIA	San Diego International Airport

SES	Sherman Elementary School
SIP	State Implementation Plan
SO ₂	Sulfur dioxide
SOI	Sphere of Influence (includes City of National City and unincorporated Lincoln Acres)
SPEIR	Supplemental Program Environmental Impact Report
SR-54	State Route 54
STRAHNET	Strategic Highway Network
SUHSD	Sweetwater Union High School District
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	Toxic Air Contaminants
TODO	Transit Oriented Development Overlay
TOD	Transit Oriented Development
TPA	Transit Priority Area
U.S.C.	United States Code
UPFP	Unified Program Facility Permit
USACE	U.S. Army Corps of Engineers
UWMP	Urban Water Management Plan
VdB re 1 micro-in/sec	vibration decibels in relation to 1 micro-inch per second
VMT	Vehicle miles travelled
VOC	Volatile organic compounds

ES EXECUTIVE SUMMARY

ES.1 PROPOSED PROJECT UNDER REVIEW

To address new State legislation, a changing regional context, and forecasted future growth, and implement the City's 2021 Housing Element, National City is conducting a Focused General Plan Update (FGPU). A General Plan is required by State law (Government Code Section 65300). The FGPU collectively includes targeted updates to General Plan element goals and policies, as well as supporting updates to codes, ordinances, and development standards. The FGPU also takes into account separate recent planning efforts, including the 24th Street Transit Oriented Overlay (TODO) study. Recommendations from this predecessor planning study have been carried forward to all components of the FGPU per City Council direction.

The goals, policies, and actions in the FGPU would guide development and conservation in National City through the horizon year in 2050. These FGPU project components will supersede the current respective elements of the City's General Plan and update portions of the current Municipal Code.

There are revisions to 11 separate planning documents reviewed in this Supplemental Program Environmental Impact Report (SPEIR). The components propose goal, policy, and regulation changes that are primarily implemented through amendments and revisions to the Municipal Code and Zoning Map. Collectively, the term "FGPU" refers to all components as detailed below.

ES.1.1 Land Use Element

The City's approach to updating the Land Use Element (see Appendix 13.B.1 Land Use Element Update) was to revise policies to incentivize housing development in an integrated way with proposed circulation network improvements. Based on the existing conditions analysis, community feedback, and housing-related needs, a series of goals and policies were updated to guide zoning changes across National City to accomplish this goal. These land use policy updates are intended to:

- Foster an integrated development pattern;
- Improve development opportunities in areas served by transit and facilitate the creation of 10-minute neighborhoods based on National City's prior INTRACONnect (2020) study;
- Support the City's Climate Action Plan (CAP) and other sustainability goals;
- Prioritize increasing housing in areas that have access to transit and resources; and
- Stimulate the production of additional housing units to meet housing-related needs.

ES.1.2 Transportation Element

The update (see Appendix 13.B.2 Transportation Element Update) builds on the focused studies and plans that were completed since the last 2011 Comprehensive Land Use Update (CLUU), including integrating findings from the Safe, Multi-modal, Accessible Routes To (SMART) Foundation Plan (2014), Downtown Specific Plan (2017), INTRACONnect (2020), Homefront to Waterfront Connectivity Study (2020), and Bicycle Master Plan (2010). Traffic modelling was completed to inform the development of the update to the Transportation Element to ensure the proposed network adequately accommodates anticipated growth in the region and includes the annexation of approximately 50 acres of the unincorporated community of Lincoln Acres.

Goals and policies within the Transportation Element were revised to provide more effective language. The Transportation Element Update identifies additional Community Corridors along the circulation network to better connect multimodal resources into a complete network so that residents and visitors can access key destinations (such as schools, commercial centers, public facilities, homes, and the waterfront) through the City safely and easily by any mode. "Community Corridors," as defined by the

City's street typologies, are streets where the primary focus is not on vehicular throughput, but on other functions related to streets.

In addition, the Transportation Element Update incorporates 24th Street TODO Network recommendations, including:

- Road diets on 24th Street, 30th Street and Hoover Avenue;
- Closure of 19th Street under Interstate 5 (I-5);
- Conversion of one-way to two-way traffic on 18th Street under I-5; and
- Signal at National City Blvd and 22nd Street.

As part of the FGPU, the Transportation Element Update expands upon the existing Community Corridors typology and identifies two new typologies specific to pedestrians: walkable retail corridors and pedestrian safety corridors. The element defines a new typology, the Traffic Calming District or Traffic Calming Corridor, and provides recommendations for locations for additional traffic-calming investments by the City. Proposed improvements to the Transportation Element would be implemented via the Capital Improvement Plan through the horizon year (2050).

ES.1.3 Safety Element

Information in the Safety Element Update (Appendix 13.B.3 Safety Element Update) has been updated to be consistent with information about the City that is provided in the 2018 San Diego County Multi-Jurisdictional Hazard Mitigation Plan. In addition, the proposed policies address methods to minimize risks and economic disruption and promote recovery following an incident.

The update includes the addition of a set of feasible implementation measures for climate change adaptation and resilience, including a vulnerability assessment and measures to address vulnerabilities that are increasingly impacting California communities.

ES.1.4 Specific Plan Amendments

ES.1.4.1 Downtown Specific Plan

The amendments to the Downtown Specific Plan as part of the FGPU include updates to sections referencing the General Plan's goals and policies, additions of references to the objective design standards, clarifications to regulations where residential uses are involved, and clarification that in cases where the procedures of the Specific Plan and Municipal Code conflict, the Municipal Code shall prevail.

ES.1.4.2 Westside Specific Plan

Under the Westside Specific Plan amendments, the FGPU proposes allowing transitional/supportive housing as a permitted use in the MCR-1 and MCR-2 zones and group homes as a permitted use in the RS-4, MCR-1, and MCR-2 zones in the Westside Specific Plan, in accordance with State law.

Zoning changes are proposed for the entire 24th Street "Transit Center" Focus Area within the Westside Specific Plan boundary (see Figure 3.3-4 Specific Plan and Overlap Zone). The site is currently zoned Limited Commercial (CL) with a proposed zoning change to Multi-Use Commercial-Residential (MCR-1) (see Figure 3.3-8 Adopted Zoning and 3.3-9 Proposed Zoning).

Portions of the 16th Street Focus Area, which is within the boundaries of the Westside Specific Plan boundary, fall within the TODO, as described above (see Figure 3.3-4 Specific Plan and Overlap Zone). This overlay allows for multifamily residential development in areas zoned for commercial and institutional uses and near transit. The overlay is optional and does not propose a change in zoning to these parcels.

ES.1.5 Climate Action Plan

The FGPU includes a comprehensive update to the 2011 CAP by updating the 2009 greenhouse gas (GHG) emissions inventory to 2018 as its baseline year and forecasting emissions for 2030 and 2050, consistent with Executive Order B-30-15 and Senate Bill (SB) 32. The CAP update (see Appendix 13.B.6 CAP Update) also would account for new policies stemming from the FGPU that are expected to expand the City's housing capacity and implement mobility improvements in select corridors. Updates to the Land Use and Transportation Elements are expected to yield revised projected vehicle miles traveled (VMT) estimates, which will result in updated GHG emissions projections and reductions from transportation sources included in the adopted 2011 CAP. The 2022 CAP update accounts for existing plans, programs, and activities that the City has already completed or implemented to reduce emissions and revises, removes, or expands upon 55 emission-reducing strategies from the 2011 CAP to improve GHG reductions in the residential, commercial/industrial, transportation and land use, solid waste, and water and wastewater sectors.

ES.1.6 Municipal Code Updates

As part of the 6th Cycle 2021-2029 Housing Element implementation, National City's Municipal Code Title 18 must be updated to comply with Housing Element policies and recent State housing legislation, and to address minor language and conformance discrepancies throughout as part of the 6th Cycle Housing Element implementation. The Housing Element update thus identified a program to update the City's Municipal Code to be in compliance with all State housing legislation. As part of the FGPU, the Municipal Code would be updated to comply with legislation such as SB 35, SB 330, Assembly Bill (AB) 101, AB 2162, AB 1397, AB 68, etc.

In addition to ensuring legislative compliance, the Municipal Code Update (see Appendix 13.B.7 Municipal Code Update) implemented feedback from stakeholders gathered during engagement efforts for the Housing Element update. This feedback included adding language and requirements from the State Density Bonus program directly into the Municipal Code to encourage the use of the program. National City staff had identified smaller amendments to the Municipal Code that would correct language discrepancies, facilitate easier use, and address conformance issues. These amendments were also incorporated into the Municipal Code update.

The Municipal Code also would be updated include the proposed development standard revisions.

ES.1.7 Objective Design Standards

To incentivize the production of housing in National City, the City is adopting objective design standards to streamline the approval process for qualifying multi-unit developments. The objective design standards only apply to multifamily projects located on a site that is zoned for residential use or residential mixed-use development or on a site that has a general plan designation allowing residential use or a mix of residential and non-residential uses. Qualifying mixed-use projects must be located in a mixed-use zone that designates at least two-thirds of the square footage of the development for residential use. These standards serve as the minimum requirements and are mandatory for any eligible project for which a streamlined approval process is requested pursuant to State law provisions that reference objective design standards.

ES.1.8 Housing Strategic Plan

The purpose of the National City Housing Strategic Plan (see Appendix 13.B.9 Housing Strategic Plan) is to establish guidance for the National City Housing Authority to utilize City-owned real estate and financial assets for housing purposes. This plan establishes a work plan for the Housing Authority to make progress toward the goals and objectives of the 6th Cycle Housing Element and help meet the housing needs of National City residents. The work plan includes recommended actions, metrics, and a timeline to guide the Housing Authority's resources for the first four years (2021–2025) of the eight-

year Housing Element planning period (2021–2029). This plan is an advisory document intended to support the Housing Authority, which will monitor plan implementation over time.

ES.1.9 House National City

The House National City Opt-In Density Bonus Program (see Appendix 13.B.11 House National City) intends to incentivize the construction of new context-sensitive development that would assist the City of National City in meeting, first and foremost, the residents' needs for new affordable housing opportunities, as well as the State's Regional Housing Needs Assessment allocation. The purpose of the program is to help create new, transit-supportive development by strategically placing new development in areas near job centers and schools with the greatest access to mobility choices to reduce the reliance on automobiles. Additionally, this program is intended to create new commercial and retail spaces along the commercial corridors.

ES.1.10 Bicycle Master Plan Updates

The Bicycle Master Plan Update (see Appendix 13.B.12 Bicycle Master Plan Update) would include the incorporation of changes from the General Plan elements, as described above, and other recently completed planning documents, such as the Harbor Drive Corridor Study, INTRACONnect Plan, and 24th Street TODO Study. This update revises the citywide bicycle network to guide the City in planning for a more connected, safe, and accessible network. Design guidelines would be updated to align with current best practices and City plans. The plan would recommend programs related to furthering bicycling education, bicycling encouragement, enforcement, and evaluation. It would also include estimated network costs and resources to fund construction.

ES.1.11 Zoning Map Amendments

Zoning changes are being recommended for six Focus Areas to facilitate housing production and promote mix-used development by increasing the maximum allowable density and height, as well as allowing commercial uses for areas currently zoned for residential uses.

In addition to the proposed zoning changes, an overlay area ("TOD") is being proposed to allow for multifamily residential development in areas zoned for commercial and institutional uses and near transit. This overlay is intended to facilitate progress toward an integrated land use pattern where housing is well-supported by services and amenities and create a transition to neighboring residential areas.

ES.2 ISSUES TO BE ADDRESSED

The Notice of Preparation (NOP) for the FGPU and notice for a scoping meeting was publicly noticed and distributed on March 19, 2022. The NOP public notice and comment letters are included in this SPEIR as Appendix 13.A.1 and 13.A.2. This notice was published in the Union Tribune and Star News, placed on the City of National City FGPU website, and was available at the MLK Jr. Community Center (140 E. 12th Street, Suite B, National City, CA 91950). The virtual online scoping meeting was held on Wednesday, April 6, 2022, at 6:00–7:00p.m. to present on the project and solicit comments on the scope of the SPEIR.

Potentially significant impacts on the following environmental issues are analyzed in detail in the SPEIR:

- 4.1 Aesthetics
- 4.2 Air Quality
- 4.3 Cultural and Tribal Cultural Resources
- 4.4 Paleontology
- 4.5 Hazards and Hazardous Waste

- 4.6 Land Use
- 4.7 Noise
- 4.8 Transportation
- 4.9 Greenhouse Gas Emissions

ES.3 ISSUES TO BE RESOLVED

The issues to be resolved include how to reduce programmatic significant, unavoidable adverse environmental impacts associated with the FGPU to the maximum extent feasible while achieving project objectives, through adoption of mitigation measures and/or alternatives to the FGPU.

ES.4 ALTERNATIVES TO THE PROJECT

Alternatives fully analyzed include the No Project (Adopted Plan) Alternative and the Alternate Project Location Alternative. For purposes of discussing alternatives, the FGPU is referred to as the "Proposed Project." A comparison of the number of residential units, commercial and industrial development that would occur at buildout of each planning scenario is provided in Error! Reference source not found..

In addition, the environmentally superior alternative is also identified.

ES.4.1 No Project (Adopted Plan) Alternative

The following discussion of the No Project Alternative (Adopted Plan) is based on the CEQA Guidelines section 15126.6(e)(3)(A), which states:

When the project is the revision of an existing land use or regulatory plan, policy or ongoing operation, an alternative will be the continuation of the existing plan, policy or operation into the future. Typically, this is a situation where other projects initiated under the existing plan will continue while the new plan is developed. Thus, the projected impacts of the proposed plan or alternative plans would be compared to the impacts that would occur under the existing plan.

Consistent with CEQA Guidelines section 15126.6(e)(3)(A), the No Project Alternative represents the continued implementation of the adopted 2011 CLUU, including all subsequent General Plan and zoning amendments, which would continue to guide development throughout the City through implementation of the policies and regulations. The Westside Specific Plan and Downtown Specific Plan would continue to be implemented through the policies of each. It is noted that the CLUU focused on reinvestment in existing neighborhoods and directing additional development and redevelopment near transit stations, within urban and community centers, and along transit corridors.

The new dwelling units, retail/office, and industrial facilities would replace existing buildings. Areas of change would occur mainly in the mixed-use zones, including those identified in the Westside Specific Plan and Downtown Specific Plan areas as identified in the land use map in the 2011 CLUU Program Environmental Impact Report (PEIR). The 2011 CLUU PEIR describes substantial growth as a result of the CLUU being attributed predominately to the change from single-use commercial to mixed-use with the addition of high-density residential use. Existing and proposed single-family residential areas are unlikely to be affected.

ES.4.2 Alternate Project Location Alternative

The Alternative Project Location Alternative would include all the same components as the FGPU: updates to the Land Use, Transportation, and Safety Elements and CAP, along with code and specific plan amendments. The sole difference between this alternative and the Proposed Project pertains to one Focus Area: the exclusion of the 24th Street Transit Station. This alternative would relocate density from the 24th Street Transit Station to a set of parcels ("Alternative Site"), which would be rezoned to RM-2. The Alternative Site is composed of a set of parcels between A Avenue, E 26th Street, E 27th

Street, and D Avenue. Under the Alternative Site Alternative, the City would net an additional 119 dwelling units as compared to the Proposed Project, but would see a reduction of 87,705 square feet of commercial space. This reduction would stem from this location being rezoned from commercial uses to RM-2, which is purely residential.

The Alternative Site was selected as a replacement for the 24th Street Transit Station Focus Area to reduce potential air quality and noise impacts to residential uses near the I-5 corridor. The Alternative Site is located approximately 2,400 feet (0.4 miles) from the I-5 corridor (as the crow flies), as compared to the 24th Street Transit Station Focus Area, which is approximately less than 200 feet from the edge of parcel to the nearest off-ramp (as the crow flies).

ES.4.3 Environmentally Superior Alternative

As required under Section 15126.6 (e)(2) of the CEQA Guidelines, an EIR must identify the environmentally superior alternative. Pursuant to the CEQA Guidelines, if the No Project Alternative is determined to be the most environmentally superior alternative, then another alternative among the alternatives evaluated must be identified as the environmentally superior project.

In the case of this SPEIR, the Alternate Project Location Alternative is considered the environmentally superior alternative because, due to the exclusion of the 24th Street Transit Center Focus Area, it would incrementally reduce significant impacts associated with air quality emissions on sensitive receptors compared to the Proposed Project. This alternative would comply with the California Air Resources Board Scoping Plan and Sustainable Communities Strategy since it would assist in regional efforts to reduce VMT by providing opportunities for higher-density residential land uses in proximity to transit. The Alternative Project Location Alternative would meet all the project's objectives (although not to the same degree as the Proposed Project due to the removal of the 24th Street Transit Station Focus Area, which would reduce the Planning Area's transit-oriented developments). In conclusion, the Alternate Project Location Alternative is considered the environmentally superior alternative because it would result in fewer impacts than the Proposed Project and would still meet the project's objectives.

ES.5 SUMMARY TABLE

Table ES-1 summarizes significant impacts and mitigation measures that would reduce the impact to less than significant, as identified in this SPEIR. It is organized to correspond with the environmental issues discussed in Chapter 4 Environmental Analysis and makes reference to previous mitigation in the 2011 CLUU PEIR.

The table is arranged in five columns: 1) environmental issue; 2) result of impact analysis; 3) mitigation measure summary; 4) new and/or previous mitigation; and 5) impact level after mitigation. For a complete description of potential impacts, please refer to the specific discussions in Chapter 4.

Table ES-1 Summary of Impacts and Mitigation Measures

Environmental Issue	Result of Impact Analysis	Mitigation Measure Summary	New and/or Previous Mitigation?	Impact Level After Mitigation
Air Quality				
<p>Impact AQ-1 Consistency with Air Quality Plans: The FGPU would result in greater density, and overall future operational emissions associated with buildout of the FGPU would be greater than future emissions associated with buildout of the adopted General Plan land uses. Therefore, emissions of ozone precursors (reactive organic gases and nitrogen oxides) would be greater than what is accounted for in the San Diego County Regional Air Quality Strategy (RAQS). Thus, the FGPU would conflict with implementation of the RAQS.</p>	Significant	<p>MM-AQ-1 Conflicts with Air Quality Plans: Within six months of the certification of the Final Supplemental Program Environmental Impact Report, the City of National City shall provide a revised land use map and housing and employment forecast for the Planning Area to the San Diego National Association of Governments to ensure that any revisions to the population and employment projections used by the San Diego Air Pollution Control District in updating the Regional Air Quality Standards and State Implementation Plan will accurately reflect anticipated growth due to the proposed project.</p>	New	Significant and Unavoidable
<p>Impact AQ-2 Air Quality Standards: The exact number and timing of individual development projects that would occur as a result of implementation of the FGPU are unknown at this time, and therefore project-level emission estimates cannot conclusively be determined at the program level. Because of the potential for multiple individual projects occurring simultaneously, construction emissions</p>	Significant	<p>MM-AQ-2A Air Quality Standards - Project-specific Construction Air Quality Impact Analysis: Proposed development projects that are subject to the California Environmental Quality Act (CEQA) and larger than the hypothetical 1.87-acre mixed-use scenario contained herein shall have construction-related air quality impacts analyzed using the latest available CalEEMod model, or</p>	New	Significant and Unavoidable

Environmental Issue	Result of Impact Analysis	Mitigation Measure Summary	New and/or Previous Mitigation?	Impact Level After Mitigation
<p>could exceed San Diego Air Pollution Control District screening thresholds.</p>		<p>other analytical method determined in conjunction with the City of National City. The results of the construction-related air quality impacts analysis shall be included in the development project's CEQA documentation. If such analyses identify potentially significant regional or local air quality impacts based on the City's emissions thresholds, the City shall require the incorporation of appropriate mitigation to reduce such impacts. Examples of potential mitigation measures are provided in MM-AQ-2B, below.</p> <p>MM-AQ-2B Air Quality Standards - Construction Emissions Reduction Measures:</p> <p>For individual construction projects greater than 5 acres that exceed the daily emissions thresholds established by the City of National City, best available control measures/ technology shall be incorporated to reduce construction emissions to the extent feasible. Best available control measures/technology shall include, but not be limited to, the following:</p> <ul style="list-style-type: none"> a) Minimizing simultaneous operation of multiple pieces of construction equipment; 		

Environmental Issue	Result of Impact Analysis	Mitigation Measure Summary	New and/or Previous Mitigation?	Impact Level After Mitigation
		<ul style="list-style-type: none"> b) Use of more efficient, or low pollutant emitting equipment, e.g., Tier III or Tier IV rated equipment; c) Use of alternative fueled construction equipment; d) Dust control measures for construction sites to minimize fugitive dust such as: <ul style="list-style-type: none"> i) Contractor(s) shall implement paving, chip sealing, or chemical stabilization of internal roadways after completion of grading. ii) Dirt storage piles shall be stabilized by chemical binders, tarps, fencing, or other erosion control. iii) A 15-mile per hour (mph) speed limit shall be enforced on unpaved surfaces. iv) On dry days, dirt and debris spilled onto paved surfaces shall be swept up immediately to reduce resuspension of particulate matter caused by vehicle movement. Approach routes to construction sites shall be cleaned daily of construction-related dirt in dry weather. 		

Environmental Issue	Result of Impact Analysis	Mitigation Measure Summary	New and/or Previous Mitigation?	Impact Level After Mitigation
		<ul style="list-style-type: none"> v) Haul trucks hauling dirt, sand, soil, or other loose materials shall be covered, or 2 feet of freeboard shall be maintained. vi) Disturbed areas shall be hydroseeded, landscaped, or developed as quickly as possible and as directed by the County of San Diego and/or San Diego Air Pollution Control District to reduce dust generation. vii) Grading shall be terminated if winds exceed 25 mph. viii) Any blasting areas shall be wetted down prior to initiating the blast. e) Minimizing idling time by construction vehicles. <p>MM-AQ-3 Air Quality Standards - Project-specific Operational Air Quality Impact Analysis: Proposed development projects that are subject to the California Environmental Quality Act (CEQA) (non-ministerial) shall have long-term operational-related air quality impacts analyzed using the latest available CalEEMod model, or other analytical method determined in conjunction with the City of National City. The results of the operational-related air</p>		

Environmental Issue	Result of Impact Analysis	Mitigation Measure Summary	New and/or Previous Mitigation?	Impact Level After Mitigation
		<p>quality impacts analysis shall be included in the development project's CEQA documentation. If such analyses identify potentially significant regional or local air quality impacts based on the City's thresholds, the City shall require the incorporation of appropriate mitigation to reduce such impacts. Examples of potential measures shall include, but not be limited to, the following:</p> <ul style="list-style-type: none"> • Install electric vehicle charging stations; • Improve walkability design and pedestrian network; • Increase transit accessibility and frequency by incorporating Bus Rapid Transit routes; • included in the San Diego Association of Governments Regional Plan; and/or • Limit parking supply and unbundle parking costs. Lower parking supply below Institute of Traffic Engineers rates and separate parking costs from property costs. 		
<p>Impact AQ-3 Sensitive Receptors: Potential impacts to sensitive receptors may result from stationary or mobile sources in the vicinity of the receptor. Future development may site new sensitive</p>	<p>Significant</p>	<p>MM-AQ-4A Sensitive Receptors - Health Risk Assessment: Prior to the issuance of building permits for any facility within 500 feet of Interstate 5, a health risk</p>	<p>New</p>	<p>Less than Significant</p>

Environmental Issue	Result of Impact Analysis	Mitigation Measure Summary	New and/or Previous Mitigation?	Impact Level After Mitigation
<p>receptors in proximity to land uses commonly associated with substantial air emissions, such as industrial uses.</p>		<p>assessment shall be prepared that demonstrates that health risks would be below the level of significance. MM-AQ-4B Sensitive Receptors – Enhanced Construction: Where a project consistent with the Focused General Plan Update would place sensitive receptors within 500 feet of Interstate 5, the City of National City shall require that buildings be equipped with ventilation systems that are rated at Minimum Efficiency Reporting Value of “MERV13” or better for enhanced particulate removal efficiency. The City Building Inspector shall verify the aforementioned requirements are included on plans submitted for approval of any Land Use and Building permits and shall verify compliance on site prior to occupancy clearance.</p>		
<p>Impact AQ-4 Odors: The FGPU would not introduce land uses known to generate substantial odor. The use of diesel-powered equipment during construction may generate transient odors. Diesel exhaust may occasionally be noticeable at adjacent properties; however, construction activities would be temporary, and the odors would dissipate quickly in an outdoor environment.</p>	<p>Less than Significant</p>	<p>None</p>	<p>None</p>	<p>N/A</p>

Environmental Issue	Result of Impact Analysis	Mitigation Measure Summary	New and/or Previous Mitigation?	Impact Level After Mitigation
Cultural Resources and Tribal Cultural Resources				
<p>Impact CUL-1 Historic Resources: Direct impacts to historical resources could result from the physical demolition, destruction, relocation, or alteration of potential historical resources within the City from future buildout. Future projects have the potential to impact buildings or structures that may be 50 years of age or older at the time certain projects are proposed, and, therefore, those sites may need to be evaluated for historical significance.</p>	<p>Significant</p>	<p>MM-CUL-1 Historic Properties Application Review: Applications for future development shall be reviewed by the building official or designee for non-discretionary building or demolition permits to determine if they involve any structure identified on the list of historic properties, per National City Title 18 Zoning Chapter 18.12.160 Historic Properties, (c) Review of Ministerial Permits, or if a structure is known to be 45 years or older. If a property proposed for demolition or significant alteration or conversion is determined to be on the historic properties list, the application must be reviewed in accordance with Municipal Code Title 15 Buildings and Construction Chapter 15.34 Historical Buildings, which addresses regulations governing the enlargement, alteration, repair, moving, removal, demolition, converting, occupancy, use, and maintenance of all historical buildings and/or structure. All discretionary permits involving a historic resource, or a structure known to be 45 years or older shall be reviewed in compliance with the California Environmental Quality Act</p>	<p>New</p>	<p>Less than Significant</p>

Environmental Issue	Result of Impact Analysis	Mitigation Measure Summary	New and/or Previous Mitigation?	Impact Level After Mitigation
		<p>(CEQA). For any building/structure having its original structural integrity intact and potentially eligible for the National Register of Historic Places or the California Register of Historic Resources, a qualified professional architectural historian may be required to determine whether the affected building/structure is historically significant. The evaluation of historic architectural resources shall be based on criteria such as age, location, context, association with an important person or event, uniqueness, or structural integrity, as indicated in CEQA Guidelines section 15064.5. A historical resource report shall be submitted by the project applicant to the City of National City and shall include the methods used to determine the presence or absence of historical resources, identify potential impacts from the proposed project, evaluate the significance of any historical resources, and identify mitigation measures to protect the resource from loss of a characteristic designating it as historic.</p>		

Environmental Issue	Result of Impact Analysis	Mitigation Measure Summary	New and/or Previous Mitigation?	Impact Level After Mitigation
<p>Impact CUL-2 Archaeological Resources: Future development consistent with the FGPU may result in direct or indirect impacts to both known and unknown archaeological resources. While a majority of the City is largely built-out with limited vacant and undeveloped land, construction activities such as grading and excavation could result in the accidental destruction or disturbance of previously unidentified archaeological sites.</p>	<p>Significant</p>	<p>MM-CUL-2 Ground Disturbance Monitoring: Applications for future development located on a vacant/undeveloped site or on a site with proposed excavation into native soils, wherein the Planning Department has determined a potential for impacts to subsurface archaeological resources, shall be required to comply with the following mitigation framework: An archaeological and/or Native American monitor shall be present during construction activities that involve subsurface grading and/or excavation involving the disturbance of native soils more than 3 feet in depth. The monitor(s) would ensure that important subsurface archaeological sites, which could underlie a redevelopment area, are not damaged or destroyed.</p>	<p>New</p>	<p>Less than Significant</p>
		<p>MM-CUL-3 Archaeological Survey and Report: Applications for future development located on a vacant/undeveloped project site, wherein the Planning Department has determined a potential for impacts to archaeological resources, shall be required to comply with the following mitigation framework:</p>	<p>New</p>	<p>Less than Significant</p>

Environmental Issue	Result of Impact Analysis	Mitigation Measure Summary	New and/or Previous Mitigation?	Impact Level After Mitigation
		<p>As applicable by recommendation by the Planning Department, an archaeological field survey of the project site and a report summarizing the findings of the survey shall be completed by a qualified archaeologist. An archaeological resource report detailing the results of the record search and the field survey of the project area shall be submitted by the project applicant to the City of National City.</p> <p>The archaeological resources report would be required prior to issuance of a permit to ensure that any resources are identified and mitigated prior to grading and construction.</p>		
		<p>MM-CUL-4 Unanticipated Discovery of Archaeological Resources: In the event of an unanticipated discovery during construction, construction should stop on the site until a qualified archaeologist can survey the resource and determine potential impacts and preservation measures. Any archaeological resources that are found on an undeveloped project site would be identified, adequately documented in the field, and/or preserved, as recommended by a qualified archaeologist.</p>	New	Less than Significant

Environmental Issue	Result of Impact Analysis	Mitigation Measure Summary	New and/or Previous Mitigation?	Impact Level After Mitigation
Paleontology				
<p>Impact PALEO-1 Paleontological Resources: Projected buildout and the associated construction activities, which are likely to occur under the FGPU could result in direct or indirect impacts to paleontological resources depending on the depth and quantity of ground disturbance proposed. Construction activities such as grading and excavation within paleontologically sensitive areas may result in the accidental destruction or disturbance of paleontological resources.</p>	<p>Significant</p>	<p>MM-PALEO-1 Paleontological Monitoring and Excavation Plan: All proposed site-specific projects under the Focused General Plan Update (FGPU) shall be reviewed by the Planning Department for the potential to result in impacts to paleontological resources. A project may result in impacts to paleontological resources if it:</p> <ul style="list-style-type: none"> (a) Is situated above any area of moderate to high paleontological sensitivity (as defined in the 2022 FGPU Supplemental Program Environmental Impact Report Chapter 4.4 Paleontology); (b) Would result in greater than 1,000 cubic yards of excavation at 10 feet or greater of depth in an area of high sensitivity; or (c) Would result in greater than 2,000 cubic yards of excavation at 10 feet or greater depth in an area of moderate sensitivity. <p>Projects meeting the above criteria shall be subject to implementation of the following mitigation framework:</p> <ul style="list-style-type: none"> (a) A qualified paleontological monitor shall be present during ground disturbance. The monitor shall have the authority to stop 	<p>New</p>	<p>Less than Significant</p>

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		<p>and/or divert grading, trenching, or excavating within an appropriate radius of the find if a paleontological resource is encountered.</p> <p>(b) An excavation plan shall be implemented to mitigate the discovery. Excavation shall include the salvage of the fossil remains (simple excavation or plaster-jacketing of larger and/or fragile specimens); recording of stratigraphic and geologic data; and transport of fossil remains to laboratory for processing and curation.</p>		
Hazards and Hazardous Materials				
<p>Impact HAZ-4 Cortese List: Redevelopment of sites with existing soil or groundwater contamination could potentially pose a significant hazard to the public or the environment through releases of hazardous materials into the environment.</p>	<p>Significant</p>	<p>MM-HAZ-1 Environmental Site Assessment: Applications for site-specific developments under the Focused General Plan Update (FGPU) where the Planning Department has determined a potential impact to a site listed in a hazardous materials database, or to sites with potential but unknown hazardous material impacts, shall be required to comply with the following mitigation framework: Projects shall be required to identify potential conditions that require further regulatory oversight and</p>	<p>New</p>	<p>Less than Significant</p>

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		<p>demonstrate compliance based on the following measures prior to issuance of any permits.</p> <ul style="list-style-type: none"> a) A Phase I Environmental Site Assessment (ESA) shall be completed in accordance with ASTM International Standards. If hazardous materials are identified that require remediation, a Phase II ESA and remediation effort shall be conducted in conformance with federal, state, and local regulations. b) If the Phase II ESA identifies the need for remediation, then the following shall occur prior to the issuance of grading permits: <ul style="list-style-type: none"> 1) The applicant shall retain a qualified environmental engineer to develop a soil and/or groundwater management plan to address the notification, monitoring, sampling, testing, handling, storage, and disposal of contaminated media or substances (soil, groundwater). The qualified environmental consultant shall monitor excavations and grading activities in accordance with the plan. The groundwater management 		

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		<p>and monitoring plans shall be approved by the City of National City prior to development of the site.</p> <p>2) The applicant shall submit documentation showing that contaminated soil and/or groundwater on proposed development parcels has been avoided or remediated to meet cleanup requirements established by appropriate local regulatory agencies (Regional Water Quality Control Board [RWQCB]/California Department of Toxic Substances Control [DTSC]/Department of Environmental Health [DEH]) based on the future planned land use of the specific area within the boundaries of the site (i.e., commercial, residential), and that the risk to human health of future occupants of these areas therefore has been reduced to below a level of significance.</p> <p>3) The applicant shall obtain written authorization from the appropriate regulatory agency (RWQCB/DTSC/DEH)</p>		

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		<p>confirming the completion of remediation. A copy of the authorization shall be submitted to the City to confirm that all appropriate remediation has been completed and that the proposed development parcel has been cleaned up to the satisfaction of the regulatory agency. In the even that previous contamination has occurred on a site that has a previously closed case or on a site included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, the DEH shall be notified of the proposed land use.</p> <p>4) All cleanup activities shall be performed in accordance with all applicable federal, state, and local laws and regulations, and required permits shall be secured prior to commencement of construction to the satisfaction of the City and compliance with applicable regulatory agencies such as</p>		

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		but not limited to the National City Municipal Code.		
Noise				
<p>Impact NOI-1 Ambient Noise: There is a high likelihood for construction activities to take place adjacent to existing noise-sensitive receivers such as residential dwelling uses. Noise level changes would be greatest nearest the Focus Areas, where the greatest concentration of project-related traffic would occur and would diminish at greater distances from the Focus Areas of development.</p> <p>Future development in and around the Focus Areas potentially would be exposed to changes in ambient noise from a variety of sources including vehicular traffic, stationary sources such as certain commercial uses and construction noise.</p>	Significant	<p>MM-NOI-1 Temporary Noise Sources (Construction): Prior to the issuance of a permit to construct land uses associated with noise-sensitive receptors consistent with the Focused General Plan Update within 112 feet of a noise-sensitive receptors, including, but not limited to, residential dwelling units, transient lodging, hospitals, nursing homes, facilities for long-term medical care, educational facilities, libraries, or churches, a Construction Noise Control Plan shall be submitted to the City of National City’s Community Development Department for review and approval. The plan shall demonstrate that all construction activity will not expose noise-sensitive land uses such as residences to noise levels that exceed 75 dBA L_{eq}. The construction noise control plan can include, but is not limited to, the following:</p> <ul style="list-style-type: none"> • Ensure that construction equipment is properly muffled according to industry standards and is in good working condition. 	New	Less than Significant

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		<ul style="list-style-type: none"> • Place noise-generating stationary equipment and construction staging areas away from sensitive uses, where feasible. • Implement noise attenuation measures to the extent feasible, which may include, but are not limited to, temporary noise barriers or noise blankets around stationary construction noise sources. • Use electric air compressors and similar power tools rather than diesel-powered equipment, where feasible. • Construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, shall be turned off when not in use for more than 5 minutes. • Project developers shall require by contract specifications that heavily loaded trucks used during construction be routed away from residential streets to the extent feasible. Contract specifications shall be included in construction documents, which shall be reviewed by the City prior to issuance of a grading permit. 		

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		<ul style="list-style-type: none"> • Prior to commencement of construction activities, at least one sign shall be installed near the project site entrance stating the allowable construction hours and workdays, as well as the phone number of the job superintendent. The sign shall be clearly conspicuous and legible from the public right-of-way and shall remain in place throughout construction. If the City or the job superintendent receives a complaint, the superintendent shall investigate, take appropriate corrective action, and report the action taken to the reporting party. 		
		<p>MM-NOI-2 Permanent Stationary Noise Sources:</p> <p>Prior to the issuance of a permit to construct developments consistent with the Focused General Plan Update that would include outdoor mechanical equipment, the Planning Department shall require appropriate noise attenuation measures for heating, ventilation, and air conditioning (HVAC) equipment, including, but not limited to, (1) set back at least 30 feet from the nearest property line, (2) surrounded by walls</p>	New	Less than Significant

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		<p>or parapet walls that obstruct the line-of-sight to adjacent land uses, or (3) placed within a mechanical equipment room. Where it may be demonstrated that other measures would reduce HVAC noise to levels below the limits specified in the Municipal Code, such measures may be substituted.</p>		
<p>Impact NOI-2 Vibration: Future development consistent with the Specific Plan may require pile driving or blasting that would expose people to excessive groundborne vibration or noise levels.</p>	<p>Significant</p>	<p>MM-NOI-3 Vibration: Prior to the issuance of a permit to construct projects that are in the Planning Area and would include pile driving, the Planning Department shall require that a Noise and Vibration Impact Analysis be prepared. The Noise and Vibration Impact Analysis shall be prepared by a qualified professional. Wherein a potential impact-related groundborne noise or vibration is identified, the Planning Department shall require that the reduction measures be incorporated into project design.</p>	<p>New</p>	<p>Less than Significant</p>